

# FOREST HILLS IMPROVEMENT INITIATIVE

## Fifth Community Meeting – August 1, 2007 DRAFT Meeting Notes

The following community notes and attached posters are from the topic station review and voting on Transportation and Streetscape ideas during the Fifth Community Meeting.

### **TRAFFIC FLOW** – Poster images page 7 to 9

#### **General Community Comments**

- *Concern for Access to Roslindale from Bourne Street neighborhood – resulting in increased traffic on Blakesmore and Cummins Highway.*
- *Consider Adding more bridges.*
- *Florence Street intersection is dangerous (?).*
- *Talk with the bus drivers about traffic because they know a lot.*
- *Would like to have a one-way loop but issues and potentials associated need to be talked about from consultants more specifically.*
- *I live in the Bourne neighborhood and feel that losing Ukraine Way as a two-way street will negatively impact accessibility and traffic towards Roslindale.*
- *Please look at one way loop flowing clockwise instead of counterclockwise so that both options can be evaluated.*
- *I am interested in the one-way loop but have no confidence in maintaining appropriately slow traffic speed. Also, how to move from outside of the loop to the inside of the loop safely is a concern.*

#### **Traffic Flow – Current Two-Way Movement**

**Votes- 7.5 in favor**

#### **Written Comments:**

- *Need to be more creative about squeezing space on Hyde Park Avenue. If the existing shops were given incentives to redevelop, they could be set back enough to create bike lines (with new T side development, too).*
- *Issue with one-way – Ukraine is so critical to circulation it should not be one way. If it can have a lane from Hyde Park to Washington, it might work.*
- *All buses in one way now will circulate down Washington St.*
- *110 foot buses will cut off all three lanes of traffic in order to make turns. #39 bus when existing onto New Washington St and turning left onto South*

#### **Traffic Flow - One-Way Loop Movement**

**Votes- 22.5 in favor**

#### **Written Comments:**

- *Concerned with one way solution. Makes it very difficult for residents south of Ukraine to get to Washington Street going south. Suggestion to widen Ukraine and/or reserve one lane for the rest of east bound traffic.*

- For residents coming from the Bourne area (driving), will it take too long to get to Washington Street?
- One way scenario benefits “thru” traffic at the expense of Forest Hills residents.
- To get from the Arborway to English High, etc. you would have to go onto South Street, Washington Street, Ukraine Way and Hyde Park Avenue needlessly.
- How do you make certain traffic won’t speed up to the point where folks entering from side streets without lights won’t have difficulty?
- Concerns include Walk Hill traffic and parking lanes currently on Hyde Park Avenue.
- Concerns are that bus traffic may be problematic and people will probably be more likely to double park
- One way loop effectively cuts off Asticou neighborhood from the rest of Jamaica Plain.
- A serious issue that needs to be addressed ASAP is Walk Hill exiting onto Hyde Park Avenue is extremely dangerous due to cars parked here and no visibility.
- Lack of adaptations for pedestrians, coupled with the altered bus times and the master signal controlling the cross walk signals will lead to more bus riders missing their buses or experiencing other delays.
- If we go with one-way, why do we need existing lights at Tower St. and the parking lot on the Hyde Park Avenue side?
- The streets that run perpendicular to Hyde Park Avenue (Woodlawn, etc.) without a traffic light have to pull into dangerous traffic conditions, because street parking blocks signs of oncoming cars from the south. Please consider how to make the new route friendlier and less dangerous to them.
- Clockwise one-way flow makes more sense with T bus stops, parking, unloading, and drop off on the inside of the loop.

## **STREET SECTIONS** – Poster images page 10 to 12

### **Street Sections - Hyde Park Avenue One Way Movement**

**Votes- Bike lane with expanded sidewalks on one side = 10 in favor**

**Bike lane with parking on both sides = 9 in favor**

#### **Written Comments:**

- Off-street parking is preferable – no doors opening into moving traffic, plus it frees up a lane or two for other uses.
- Hyde Park Ave. should be one way – If the drop off is on the right hand side and the bike lane is on the street, do you cross the bike lane when you pull over to drop someone off? Sounds risky.
- Biking by parked cars is treacherous due to sudden opening of car doors. What about an off street lane/path?
- One way loop drop off and pick up on the right side is too dangerous.
- Bike lanes in the road are dangerous because buses and drivers don’t respect bikes. We need off street bike lanes or good police enforcement to ensure safe driver behavior in relation to bikes.

### **Street Section Options with Two-Way Movement**

**Votes- Washington St. Existing Conditions: Two-way street = 0 in favor**  
**Washington St.: Two-way street off-street shared = 7 in favor**  
**Hyde Park Ave. Existing Conditions: Two-way street = 1 in favor**  
**Hyde Park Ave.: Two-way street = 1 in favor**

**Written Comments:**

- Improved traffic light coordination could make two-way scenario option much more efficient.
- I voted for the two-way street on Hyde Park Ave because I didn't want to lose any trees.
- Squeeze land for bike lanes on Hyde Park Avenue by moving building back (incentives for redevelopment).
- Move the granite block wall. *To make room for new two-way off road bike path*
- This makes perfect sense – take away a larger swatch of green space (of 25 years standing) along Hyde Park Avenue, while at the same time adding bike paths along Washington Street.
- What about the taxi cab problem?
- We would like to hear more about solution drop-off issues – especially on Washington Street near Asticou Road.

**Street Sections Washington Street: One-way Options**

**Votes- One-way options overall for Washington = 26 in favor**  
**Existing conditions two-way street = 0 in favor**  
**One-way street parking/ bike lane = 4 in favor**  
**One-way street on-street bike lane = 3 in favor**  
**One-way street two-way bike path = 19 in favor**

**Written Comments:**

- Concerns include: keeping the trees, double parking enforcement, drop off areas designated with signs, traffic from Walk Hill.
- I am concerned that three lanes for local, urban traffic will encourage speeding and be too much like a highway.
- There desperately needs to be a crosswalk at South St. and New Washington St.
- I'd prefer to see the bike lane on the opposite side as the parking area (x2).
- The one-way street, on-street bike lane avoids waiting to cross the street from Arborway to get to the bike path.

**RECONNECTION NEW WASHINGTON STREET - Poster images page 13 to 15**

**Reconnection New Washington Street: Realigned Roadway**

**Votes-1 in favor**

**Written Comments:**

- If realigned, how would the space be used? Is there a way to use current layout more creatively?
- New Washington right turn onto Hyde Park Avenue should be no turn on red, with longer pedestrian crossing time at that crosswalk.

- This is a lot of work to increase green space on a side of the road that is already the greenest in the intersection (New Washington north side).
- Bike path not accessible during winter months. Tighter lanes less safe for cyclists, especially in the winter.
- Don't forget to have legal drop-off and pick up somewhere.
- Love the moved roadway option.
- I agree this is a lot of green space but if it improves bike and pedestrian flow and safety than it's ok.

### **Reconnection New Washington Street: One-Way Loop**

**Votes- 17 in favor**

#### **Written Comments:**

- One big problem – don't take this cut through way if you don't replace it with an alternative.
- Combine the one-way flow with the realigned roadway to increase green space. What happens to the parking under the overpass?
- Pave over the trolley tracks now.
- Is there any way to make the crosswalks run diagonally?
- I'm interested in the realigned Arborway option with one way loop
- Will parking continue to be under Casey Overpass or will space be used for something else?
- How about beautifying the area south of New Washington St.? Greener and fix the sidewalks.
- Like the one-way option, consider a "drop off" lane or spots on the left side of Hyde Park Avenue next to the T, rather than for people to then cross the street from the right.
- Fiddle with existing SWCP bike path on New Washington Street only if you have "extra" money – not a priority.
- Washington Street (AMSNA) and State Lab and Roslindale residents now will have all the bus traffic under the loop scenario with the exception of the #30 bus. The loop study is not complete.
- More green space near the Southwest Corridor isn't too necessary, unless it improves the connections between the Southwest Corridor and the Arboretum and/or Franklin Park.
- There is nowhere for a stop and drop off loop for Washington Street.

### **Reconnection New Washington Street: Current Alignment – Two-Way Traffic**

**Votes- 8 in favor**

#### **Written Comments:**

- Under the Casey Overpass USE THE SPACE – a public performance space, amphitheatre, summer family movies projected, landscape more, rock garden, farmer's market.
- Please don't move New Washington. It's too much money and complication for too little space.
- More bike lanes are needed.
- Under the Casey Overpass is a barren and inhospitable place. I would like better pedestrian access from, say Covenant Church to Pierre Lallemon bikeway (Southwest Corridor Park). At present, it's all tiny sidewalks and traffic barriers to hurdle. And dark street crossings at night.

- Need crosswalks at South St/New Washington/Arborway.

## **BICYCLE NETWORK** - Poster images page 16 to 17

### **Bicycle Network with Two-Way Movement**

**Votes- 7 in favor**

#### **Written Comments:**

- Slower traffic is safer for cyclists.
- Safety for bikes over trees – if the trees have to go to create room for bikes, do it.
- Make sure to coordinate with DCR/Arborway Master Plan for pedestrian/ bike access via New Washington Street.
- For bike networks, extend down Morton St. to Boston Nature Center, Olmsted Green and Blue Hill Avenue if possible.

### **Bicycle Network with One-Way Movement:**

**Votes- 27 in favor**

#### **Written Comments:**

- Bike paths need entry and exit – need to see it in larger context.
- This is the best option. Two-way bike path is necessary: Parked cars with opening car doors are treacherous for bikers! Very hazardous to bike beside parked cars. Find a way to split sidewalk on Hyde Park side to allow for two-way bike bath there, too.
- Bike connection along Emerald Necklace is more useful than Washington Street/ Hyde Park Avenue paths.
- How about a pedestrian bike overpass crossing over Washington St. to a bike path next to the Arboretum?
- How wide are the travel lanes? Can't there be space for both bikes and trees?
- Bike path on Hyde Park Avenue OR Washington – NOT BOTH – to give more flexibility to non-bike avenue.
- I suggest that South Street be closed from the State Lab to Bussey Street, thereby providing access from the Southwest Corridor bike path to Roslindale thru the Arboretum. Currently there is NO place for bicyclists or pedestrians on that section of South Street although many ride or walk there. The one way pattern would decrease the need for South Street as thru-way for motorists.
- Remember that bike paths become inaccessible during the winter time.
- Can we help cyclists find the entrance to the Arboretum?
- Think about using extra width on commercial side of Hyde Park Avenue across from the T to move all sidewalks, but also screen a patio space for businesses to use as sidewalk café seating.
- Stripping on the street is good practice, simplifies road maintenance, trains drivers and cyclists.

## DOT TOTALS

For the purpose of obtaining a general sense of community interest in the presented ideas and options, participants were provided dots to stick on the ideas and options they preferred or supported. The following is a count of the posted dots:

<b>Ideas and options</b>	<b>Dot Count</b>
Traffic Flow – Two-way option	7.5
Traffic Flow – One-way option	22.5
Street Sections - Two-way options	9
Street Sections – One-way options	45
Hyde Park Ave. – Street Section Variations	
<i>No bike lane, existing sidewalks (Two-way)</i>	2
<i>Add bike lane, expand sidewalks(One-way)</i>	10
<i>Add bike lane, add row of parking (One-way)</i>	9
Washington St. – Street Section Variations	
<i>Off-street shared bike / ped. path, move wall &amp; trees (Two-way)</i>	7
<i>Added bike lane, add row of parking (One-way)</i>	4
<i>Add bike lane, expand sidewalks (One-way)</i>	3
<i>Off street shared bike / ped. path, add trees (One-way)</i>	19
<i>No bike lane, existing sidewalks (Two-way)</i>	0
Reconnection New Washington – narrow intersection, relocate east bound Arborway connections (Two-way)	8
Reconnection New Washington – narrow intersection, move road adjacent to overpass, relocate east bound Arborway connections (Two-way)	1
Reconnection New Washington – narrow intersection, reduce roadway width, no need for east bound Arborway connection (One-way)	17
Bicycle Network – expand SWC connections to east and Arborway to west, no added lanes or paths on Washington St or Hyde Park Ave (Two-way)	7
Bicycle Network – expand SWC connections, add path on Washington St, add lane on Hyde Park Ave (One-way)	27

# One-Way Loop Option

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[Redacted sticky note]

Handwritten note: *...the loop ...*

Clash with alley  
makes more sense  
to have it on the  
side of the road

The one-way loop  
is a good idea  
but it needs to be  
done right

The way loop  
effectively cuts off  
African neighborhood  
from the rest of  
the city

One-way scenario  
doesn't "fit" through!  
Traffic at the  
intersection of Forest  
and ...

Somehow the city  
could fund this  
if it's a good idea  
for the neighborhood

Handwritten note: *...the loop ...*

CONCERN:  
If it's a one-way loop  
it will be a traffic  
jam at the intersection

3 Lanes - One Direction  
(Concept)

Concern with one-way  
loop - if any support for  
the road is south of the  
loop it will be a traffic  
jam

Handwritten note: *...the loop ...*

The 2010 Plan for the  
neighborhood is a  
good idea but it needs  
to be done right

# Existing Conditions Inventory

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- All trees in the area  
should be preserved  
where possible  
and replaced if needed

Issue of the day -  
Location is so critical  
for preservation of what  
will be lost here - if it  
can be done here from  
the ground up it will

• Lobby Caberns

Need to be more creative  
about acquiring space in  
BFAA. If the existing space  
is not viable, research is already  
being done to see if there  
are other options.



Public parking  
Forest Hills Project Area



# Coordinated Signals

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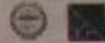
Signals Interconnected  
XX MPH

Signals Interconnected  
XX MPH

4 Lanes - 2 in Each Direction  
(Coordinated)

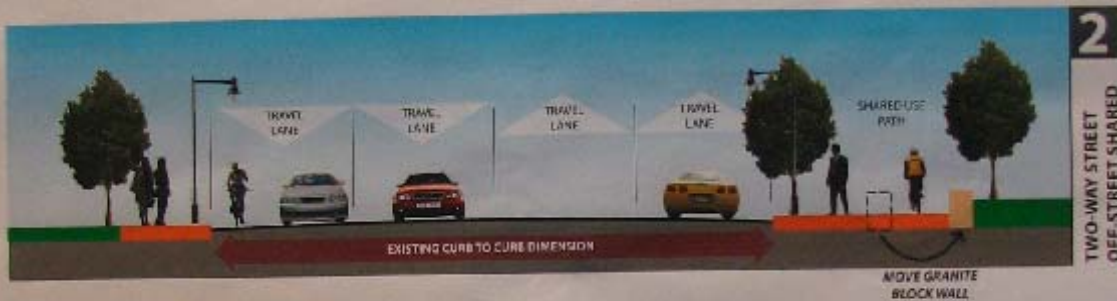
# EXISTING CONDITIONS AND TWO-WAY OPTIONS: Streetscape Sections

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## WASHINGTON STREET



## HYDE PARK AVENUE



# HYDE PARK AVENUE ONE-WAY OPTIONS: Streetscape Sections

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One way  
off to side  
make this

S  
10-11  
12-13

*Handwritten notes:*  
The design team  
the design team  
should be able  
to get off - that's the  
on a good point -  
to be able to  
from the

*Handwritten notes:*  
is preferable -  
to close opening into  
network traffic - if the  
use the road to the side

# WASHINGTON STREET ONE-WAY OPTIONS: Streetscape Sections

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**E**  
EXISTING CONDITION  
TWO-WAY STREET



**1a**  
ONE-WAY STREET  
PARKING / BIKE LANE



**1b**  
ONE-WAY STREET  
ON-STREET BIKE LANE



**1c**  
ONE-WAY STREET  
TWO-WAY BIKE PATH



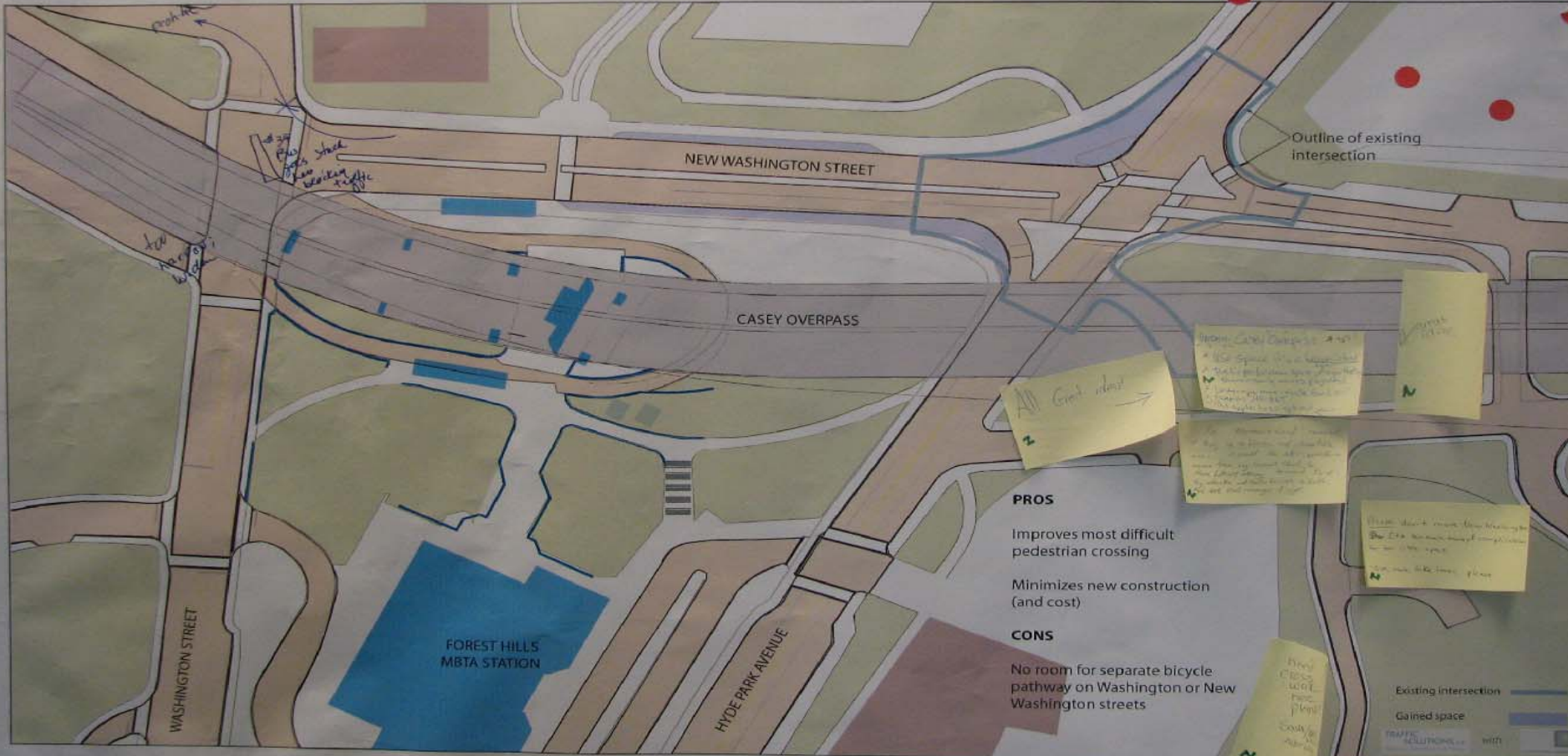
*Handwritten note:*  
Proposed  
Bike Lane  
on the  
left side  
of the  
street

*Handwritten note:*  
Bike Lane  
on the  
right side  
of the  
street

*Handwritten note:*  
Bike Lane  
on the  
right side  
of the  
street

# Reconnection New Washington Street: Current Alignment - Two-Way Traffic

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All Green street

From Casey Overpass  
New space for pedestrian crossing  
New space for bicycle lane  
New space for transit lane  
New space for transit lane

Vertical alignment

From Casey Overpass  
New space for pedestrian crossing  
New space for bicycle lane  
New space for transit lane  
New space for transit lane

From Casey Overpass  
New space for pedestrian crossing  
New space for bicycle lane  
New space for transit lane  
New space for transit lane

From Casey Overpass  
New space for pedestrian crossing  
New space for bicycle lane  
New space for transit lane  
New space for transit lane

- PROS**
- Improves most difficult pedestrian crossing
- Minimizes new construction (and cost)
- CONS**
- No room for separate bicycle pathway on Washington or New Washington streets

Existing intersection  
Gained space

# Reconnection New Washington Street: Realigned Roadway

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LOVE THE  
ROADWAY

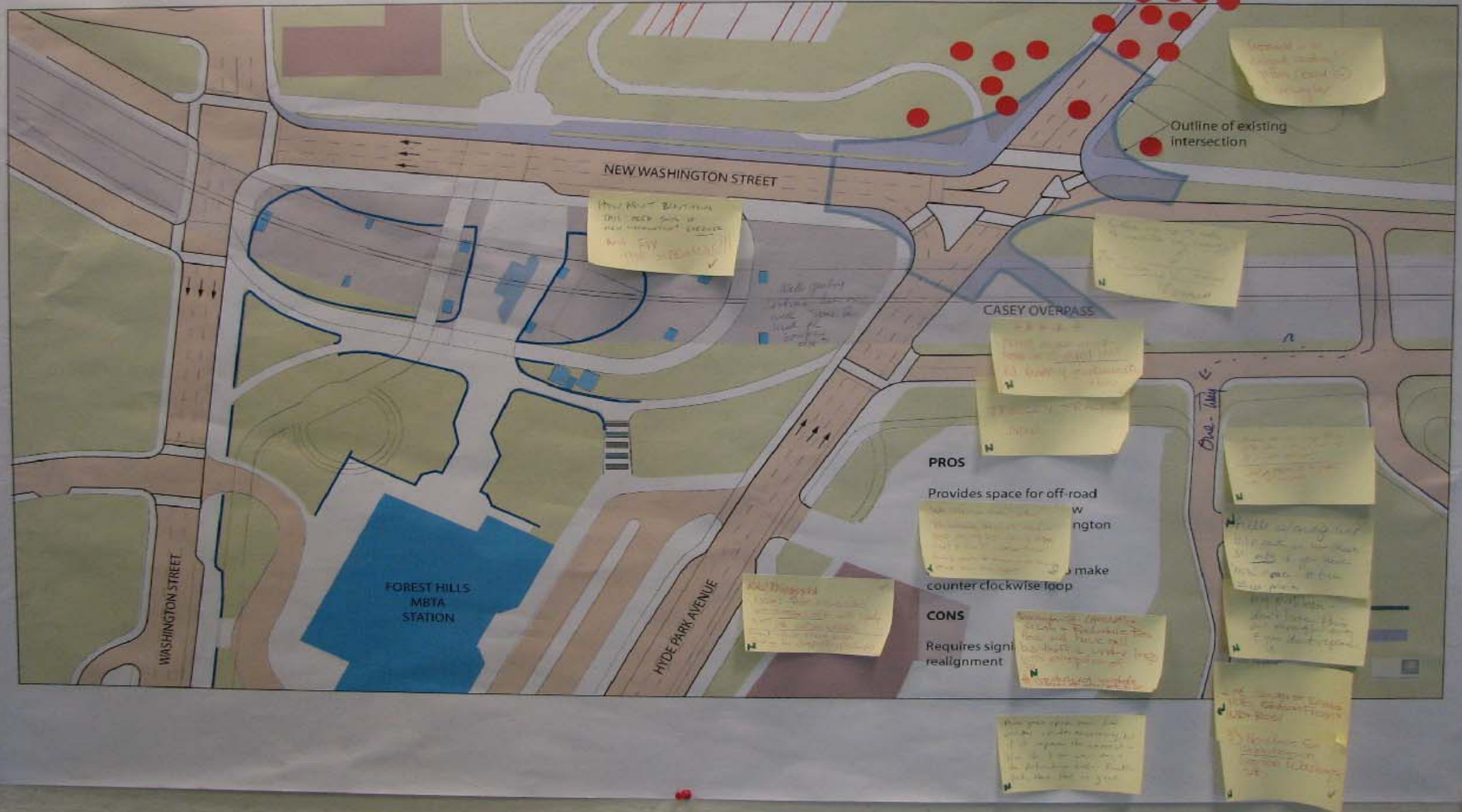
DRIVE TO THE  
STATION

Handwritten notes on yellow sticky paper, including the word "PROS" and other illegible text.

# Reconnection New Washington Street: One-Way Loop

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# Bicycle Network - Two-Way Traffic Option

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August 1, 2017



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Handwritten note: [Illegible]



# BICYCLE NETWORK: One-Way Loop Option

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Create two-way bikepath on the north side of Arborway and New Washington Street

Extend southbound bike route, parallel to pedestrian walkway, through MBTA bus loop area

Use space created from removed fourth lane for bicycle path

Use space created from removed fourth lane for northbound bicycle movement:  
Option 1 - Wide curb lane adjacent to parking  
Option 2 - bike lane on station side of street

STRIPPED PATH BIKE LANE

KEY

Handwritten notes on sticky paper:

- Top right note: "This map was prepared for the Forest Hills Improvement Initiative..."
- Middle right note: "C-1"
- Bottom right note: "This map was prepared for the Forest Hills Improvement Initiative..."
- Bottom center note: "This map was prepared for the Forest Hills Improvement Initiative..."
- Bottom left note: "This map was prepared for the Forest Hills Improvement Initiative..."